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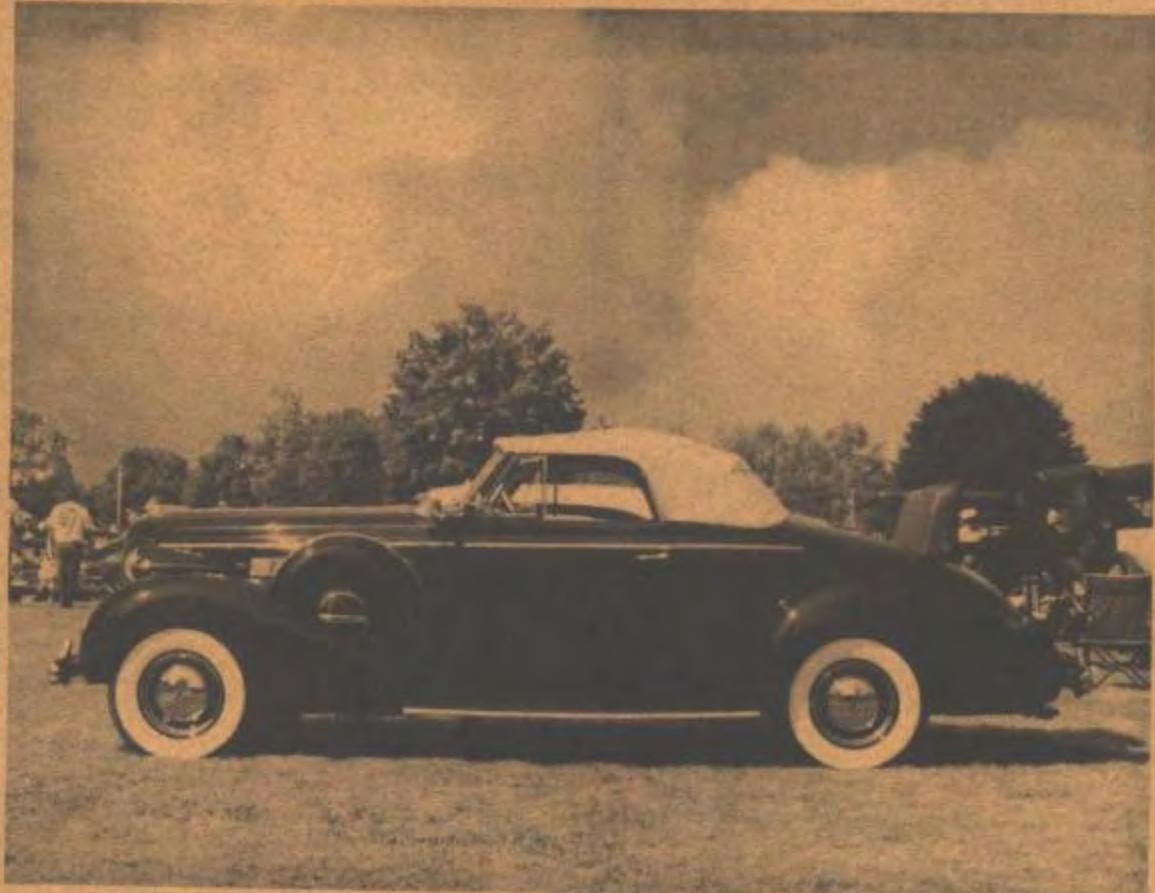
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THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

TORQUE TUBE



VOLUME XXI • NUMBER 1 • SEPTEMBER/OCTOBER 2002



The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

Dear Members: We ended our 2001-2002 publishing year August 31st with a total of 652 members, just slightly less than the previous years 659. So the club is doing well.

Now on to another important subject. After 10 years, this will be my last year as Editor. So we are looking for a new Editor. Our Art Director Dug Waggoner wants to continue, so we need a member who likes to write, loves old Buicks, can type and is computer literate. I will help the new Editor ease into the job. So please contact me if you are interested in learning more. My e-mail address is: harrylogan@earthlink.net. Phone: (650) 941-4587. Thanks.

(Art Director's Note: Let me be one of the first to congratulate and thank Harry Logan, not only as a friend and Buick lover, but for taking on the task of steering the '37-'38 Buick Club to a new level of achievement. He has worked hard as editor and his efforts have won the respect of friends and members from around the world. I will miss his frank directness, his dedication to the evolution of the Club and his willingness to balance a sense of fair play with his grasp of technical correctness. Harry Logan has made this publication we call "The Torque Tube" the guiding spark of the Club. Thanks Harry.)

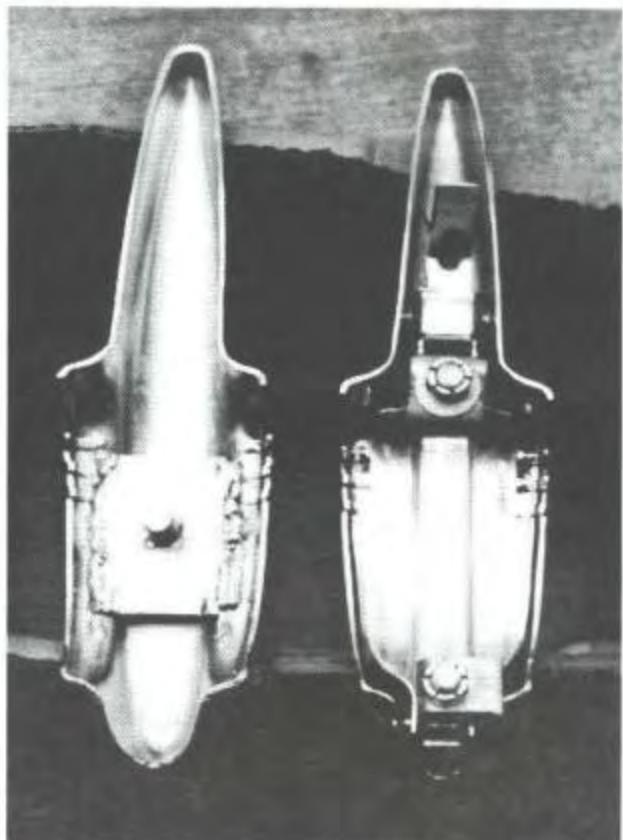
This black with red wheels 1938 Buick Special Sedan Model 41 belongs to **Harland Eastwood** (#1153) in Ritzville, Washington. Harland also owns a '38 Special Business Coupe Model 46 and is just finishing rebuilding its engine. He plans to drive it to the Western 37/38 Meet which will be held in Salem, Oregon area. More on the Western Meet when the details are finalized.



TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS





These are the three accessory bumper guards Buick offered for sale as extra items in 1937 and 1938.

From left to right, they are:

- '38 rear fold down bumper guard
- '38 front "sharkstooth" bumper guard
- '37 front "sharkstooth" bumper guard

Note how the two '38 guards attach to the bumper.

The front guard (left) bolts-on using a hole in the center of the front bumper.

The rear fold-down guard clamps on the center of the rear bumper.

Thanks to **Joe Giordano** (#333) in Missouri for sharing these photos.



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Check out the new **1937-1938 Buick Club** web site: <http://clubs.hemmings.com/1937-1938buick/>

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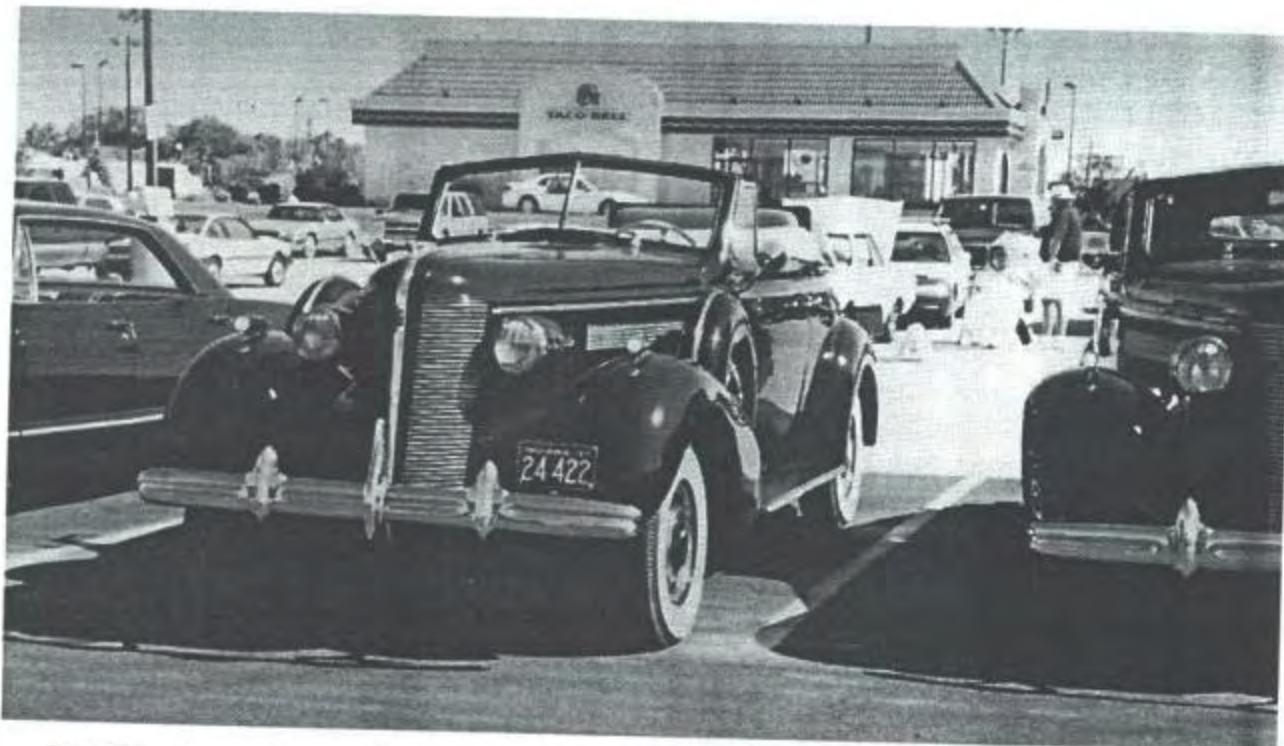
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Joe Giordano also took this interesting photo, above, of **John Steed's** (#132) maroon 1937 Century Convertible Coupe Model 66C at the BCA National Meet in Indiana last July.

This ad, below, for **John R. Young's** (#1579) car dealership in Louisiana features John and his 1938 Special 4-Door Sedan. I'll bet it gets a lot of attention from potential customers.

JOHN R. YOUNG

CHEVROLET - PONTIAC
OLDSMOBILE - BUICK
GMC

"No Doubt About It,
You'll Like Our Prices, And Our Service"

This 1937 Holden Buick (Australian built Buick) Passenger Car Service Information booklet was offered for sale on eBay recently. Thanks to **Charles Jekofsky** (#524) for sharing this.

This black with red wheels 1938 Special Slantback Sedan Model 47 was offered for sale on eBay in August. The car was in the Minneapolis, MN area.

It looked to be in nice condition with the original woodgraining and correct tan upholstery. According to G.W. Roesner, the owner, it had no rust or dents. It had new brakes and battery. There were three round blanking plates on the dashboard as the car was ordered without the radio.

The steering wheel was leather covered, indicating it was probably cracked. Don't know if it sold or not. Thanks to **Charles Jekofsky** (#524) for sharing this.

Dick Oellers (#1075) has a theory about why there are so many old Buicks out there with the original cracked steering wheel. He writes: "I used to wonder why owners did not restore their steering wheel. Now I know why. Several years ago I had my '37 Buick steering wheel recast. The cost was around \$350. Two years ago I found an original horn ring at Hershey for \$150. This summer I had Paul's Chrome do the three pieces of the center horn button (\$165). Then I purchased the sponge rubber horn button separator. Total...just over %700! But, the steering wheel is the first thing that catches your eye when you open the door!"

Dick also writes: "I was able to purchase from Bob's Automobilia the automatic choke cable, choke bearings and rubber cable cover for the Stromberg AAV-1 carburetor for my '38 Buick. A great source!"



This black 1938 sedan, at the top of page 5, is certainly parked in the right spot, directly below the Best Buy store sign. Thanks to the member who e-mailed this to me.

Received this photo of a '39 Buick convertible sedan from **Paul De Lucchi** (#1246) who says it comes from the archives of Andy Chrisanfov, an editor at





AutoReview newspaper in Moscow. The picture is all the information there is.

It looks like a Swedish Nordberg body. Nordberg was making custom bodies on Buick

Roadmaster chassis in the late 1930's. Does any member know more about this car?

Mats Heder (#1394) in Sweden is having the engine of his 1938 Special rebuilt by Borlaenge



Motorenoveringar in Borlaenge (tel +46-243-224600). Mats recommends this machine shop to our European members. They have experience with Buick straight eights and do an excellent job at a reasonable price.

He said, "my engine is being machined with far better precision than when new. Machine shops in Europe work with tolerances of 1/100 millimeters. In the USA, the tolerances seem to be 1/1000 of an inch. Consequently the precision of machine work done in Europe is higher. This is also apparent if you check the diameter of pistons made in the USA. If you buy a set of pistons, all will be slightly different in diameter. If you buy pistons made in Germany, they will all be of the same diameter. On the other hand, they will be more expensive."

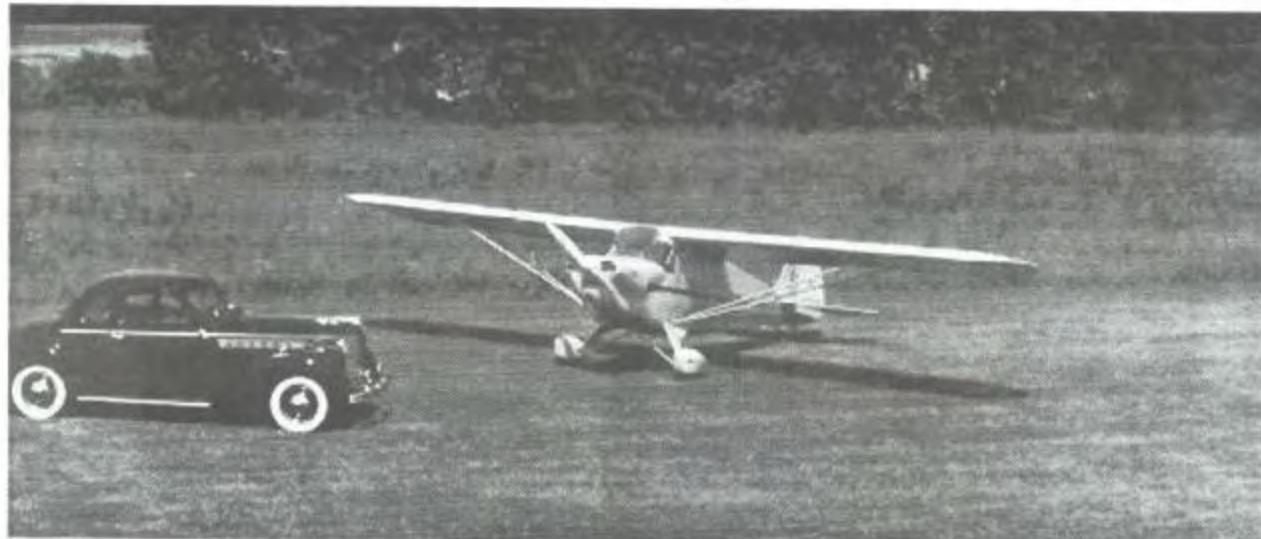
Anthony Wright (#1192) in New York reports that he installed new reproduction three piece exhaust manifolds on both his '37 and '39 Centurys.

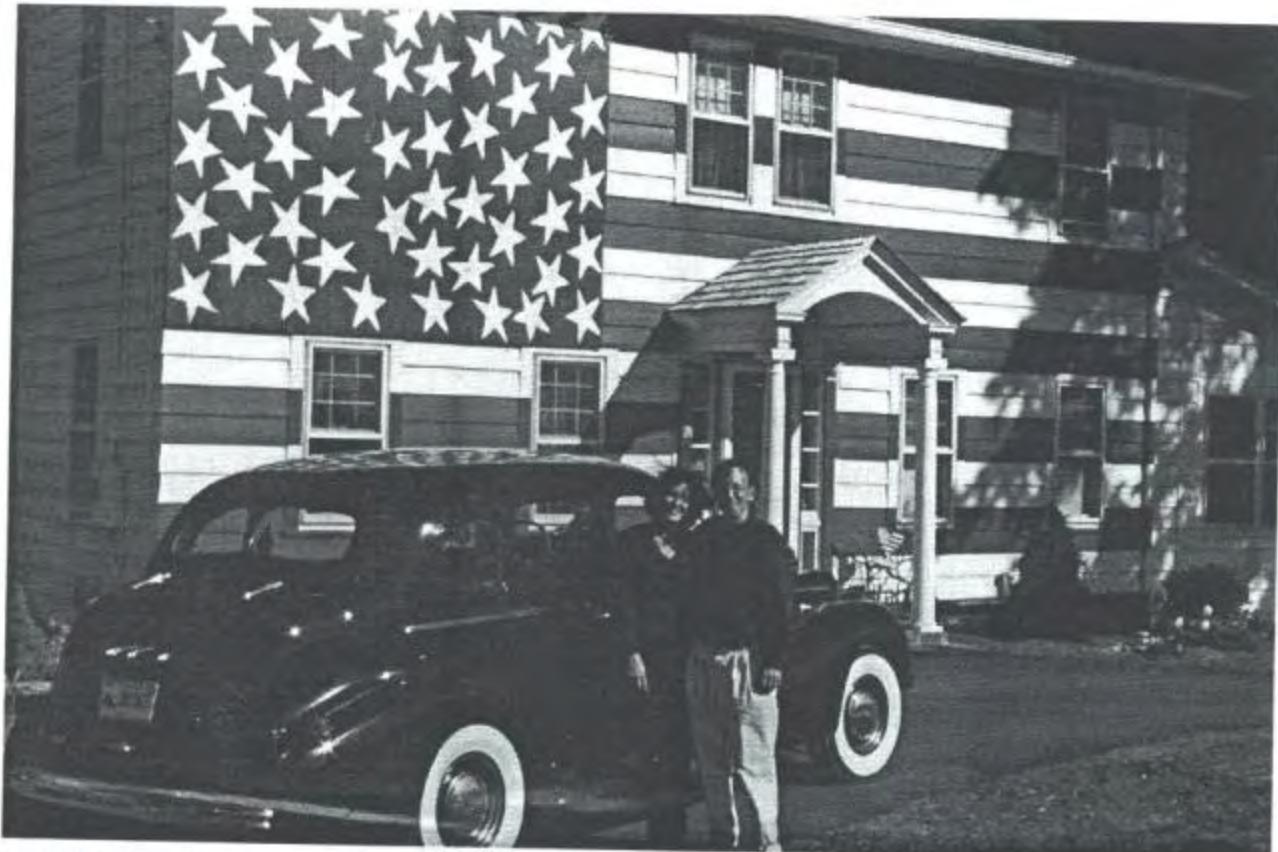
And now both glow red after a drive even though the temperature gauge is in the normal 180°F range. You have to look at the exhaust manifolds at night because it's hard to see the glowing during daylight. Has any other member had problems with their reproduction exhaust manifolds? Does any member know what the problem might be? Let me know and I'll report on it. Thanks.

These photos show **Jim Wright's** (#1452) black 1938 Buick Special Sport Coupe Model 46S and a friend's restored 1939 Piper Cub in Sprayers, NY. Jim has owned his 38-46S since 1968.

The patriotic owner of this house in Kent, Connecticut had the American flag painted on the front. **Jamie Ratzhen** (#1641) and his wife Tina spotted it while on a Sunday drive in their 1937 Century sedan last June.

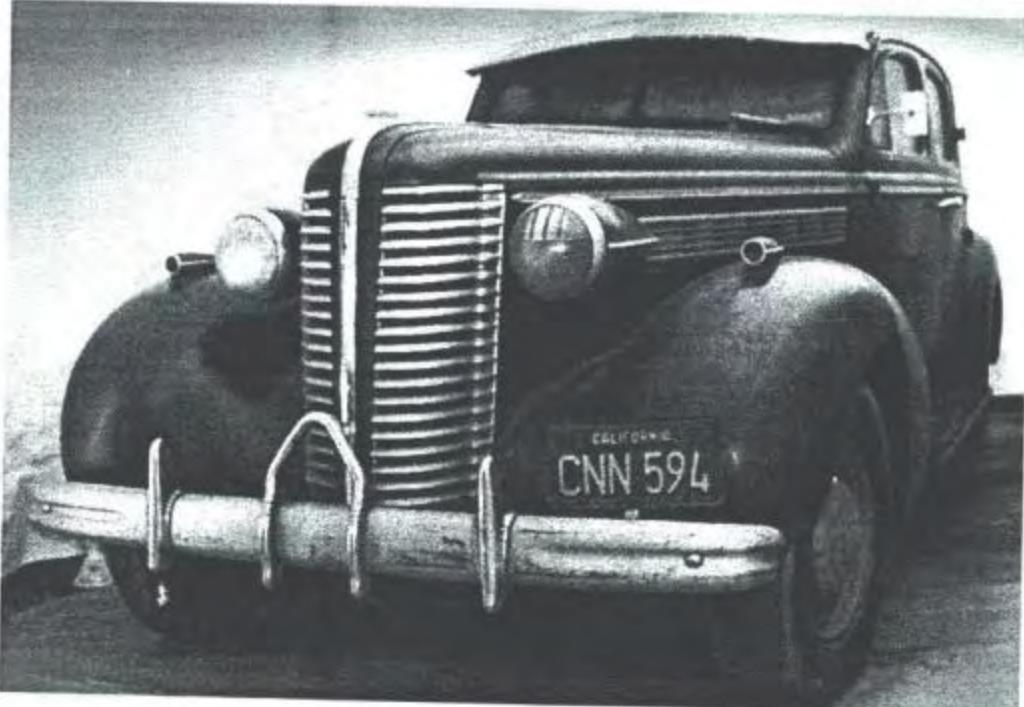
This 1938 Special Sedan Model 41 belonged to new member **Edd Hickingbottom's** (#1664) wife's grandfather. It was running when parked





in 1974, but has not been started since. It is complete except for missing trunk hinges, hubcaps and parking light lenses. It was originally black, the color it still is. It has the accessory '38 bumper guard and a sun visor often seen on 1950's cars. Welcome to the Club Edd.

Nigel Leedham (#1498) in Canada has a '37 Roadmaster and wants to know what size tires other members are using to fit into the side-mount covers. Nigel tried modern 700 x 16 tires, but found they are a full 1 inch wider than the original tires. 650 x 16 tires are 1/4" wider at the



tread then the original 700 x 16 and much wider at the bulge. Nigel want to know if there is any brand of tire that is true to the original dimensions or does he have to find an old pair of tires and carry a good spare in the trunk. Let me know and I'll put it in the next Torque Tube.

Steve and Pat King (#776) will be hosting the 37/38 Buick Club 2003 Eastern Meet. They plan to have it in the Lexington, Kentucky area May 13-17 with touring May 14-16. More information in the November/December Torque Tube.

Mark Salomon (#1382) in Massachusetts writes: "Everyone I show the Torque Tube to cannot believe how nice it is. From the layout to photos to the stories and tech tips. And I tell people that it only covers two years, unlike other car clubs that have a vast year coverage." Thanks for the kind words Mark.

Had a complaint from a member in Oregon. Several members promised to send him photos of their cars to help him in his restoration, then failed to send the photos.

Please have the courtesy to follow through on what you've promised. Help another member with restoration information because someday you may need a member to help you! Thanks.

This picture of my 1938 Century Sedan looks like it could have been taken in the 1930's. But it was taken recently at a tour of distinctive Los Altos homes. The home tour was organized to raise money for the local museum. An old car was parked in front of each home on the tour. Thanks to Ellie Piper, the daughter of one of our members, for the photo.

Harry



IN MEMORIAM

BCA #1

Greg Field (#1500) and BCA #1, one of the founders of the Buick Club of America in 1966...has died. He had gone to the movies with friends and when the lights came up in the theater he had already collapsed. He died a week later on Friday August 16, 2002.

Greg always liked cars; he collected them, worked on them and drove them. Greg's home became the gathering spot in the Southern California area for Buick enthusiasts. Greg's energy sparked the group and in 1966 they started the Buick Club of America and Greg became BCA #1. I'll be sad when I go to 2003 National Meet in Flint and know that this time I won't be seeing Greg.

— **Harry Logan** BCA #18589

Greg...certainly leaves a wonderful legacy.

— **Ed Mertz, General Manager, Buick Motor Division, 1986-1997**

A loss of a fine individual. The time I spent with him is still crystal clear, even on some of the topics we spoke about. Not many people touch so many others the way Greg did. His passing will be felt all over America and many parts of the globe and he will be remembered with great affection.

— **Rob Croxford, BCA #30116, Melbourne, Australia**

Certainly a gray day for the BCA. Absolutely no one-NO ONE-did more for the club. Fitting, perhaps, that the King of Buick Collectors died on the same date as the King of Rock-N-Roll.

— **Bruce and Karen Collin, BCA #3651, San Diego, CA**

Companionship and camaraderie abounded when Greg was around. We will all miss him more than he (could) ever know. Keep his theme for BCA alive...and Greg lives forever.

— **Roberta Vasilow, BCA #16788, Flint, MI**

I was very much saddened to hear the news about Greg's passing. What he did for the old car hobby, particularly Buick, is immeasurable.

— **Steve Kelly, BCA # 15000, Chicago, IL**

Greg spent time in my swap tent in Kokomo. He showed me his empty wallet

and said I got his last dollar. I knew better. He knew everyone and...all knew him.

— **Norb Burell, BCA #7839, Flushing, MI**

Many of us are in BCA because of Greg. He gave me a membership application back in 1975...and he has the award for enrolling more new members in BCA than anyone. He will definitely be missed by all who knew him.

— **Roy and Sharon Newby, BCA #6344, Indianapolis, IN**

FYI — A special fund was established at **The Sloan Museum** in honor of Greg. It is called the Greg Field (or Fallowfield — they have both surnames that he used) Memorial Fund and its use is restricted to something that would have pleased Greg. His family has to concur with the use of monies — agreeing that use is in keeping with Greg's philosophies. Until there is a clearer "picture" of what amount might accumulate in the fund, it is not possible to say absolutely what use it will be put toward.

However, the Sloan suggested that they would like to be able to dedicate it to a permanent display that would trace the history of the BCA and thus honor the founder and the entire Club including the subsequent formation of special groups such as 37/38 Club, ROA, etc.

Several chapters, as well as a number of BCA members, have already made contributions in Greg's memory. And, of course, any individuals wishing to make contributions would be welcome too. Checks should be made payable to **The Sloan Museum** and on the "for" line specify that it is for the restricted fund established as the **Greg Field Memorial Fund**. Mail the check to:

The Sloan Museum
1221 East Kearsley Street, Flint, MI 48503.

— **Helen Hutchings, BCA # 3651**



Last September Torque Tube featured a 1938 Century Convertible Coupe Model 66C on the cover. So this September highlights a beautiful dark blue 1937 Century Convertible Coupe Model 66C. It belongs to one of our first members, **Gene Slusser** (#5) in New Hampshire. The back cover shows the rear view. The car has a 1938 steering wheel. The '37 wheel had flat spokes. Apparently some drivers caught their sleeve in the horn ring, accidentally sounding the horn. So the '38 wheel had a dip to prevent this. Thanks to **David Gelinis** (#1078) for sharing these photos.

FRIENDSHIP @ THE EASTERN MEET

By **Mark Salamon** (#1382)-Massachusetts

(ED: This interesting story was sent in by Mark Salamon about his first visit to an Eastern Meet last June. Mark bought a 1937 Buick Special Convertible Sedan Model 40C in 1975 while still in High School. He is doing a body-off-the-frame restoration and hopes to drive it to an Eastern Meet when it's finished)

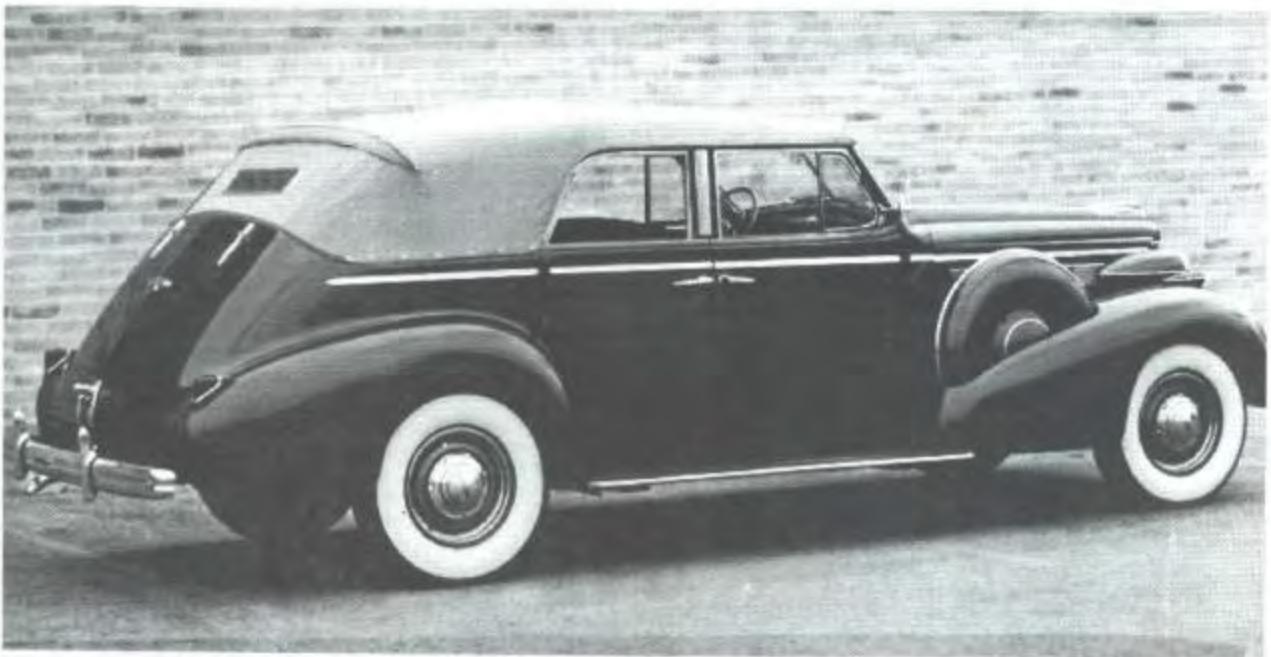
I talked my friend Dennis into driving out to Ohio for the Easter Meet. We planned on staying just long enough to look at a few cars, take some photos and then be on our way to Cedar Point, Ohio to ride the big roller coaster there. We hadn't planned on staying at the meet because we didn't have a '37 or '38 Buick and hadn't signed up in advance.

We arrived on a Wednesday and started talk-

ing to different people. Then my whole world changed! I was taken under "everyones wing." So we decided to stay.

The first day I rode in the rumble seat of **Clarence Hoffman's** (#546, center in photo) 1937 Special convertible while Dennis rode in the passenger seat. This was the only time we had rain. So while stopped at a red light, Clarence ran up to the car in front of us, talked for a second and





came back and said to me: "Jump in Frank's car." So before the light changed, I was riding in the back seat of **Frank and Kay Cwikla's** (#1111) 1940 Buick sedan.

At that point, in just talking with Frank and his wife for just a few short minutes, it felt like I knew them for years! Frank asked me how I got involved in this meet and if I had an old Buick. I told him that I was working on a '37 Special convertible sedan and that I was now trying to decide what colors to use for the exterior, interior and top. He then told me to look at the photos that were in a folder next to me in the back seat.

The photos were of a 1938 Roadmaster convertible sedan Model 80C (shown on this page) that he was interested in buying down in Tyler, Texas. But it was sold the day he called!

From the photos I could see the 38-80C was painted Botticelli Blue with blue leather upholstery and a tan top. I couldn't believe my eyes how this color combination jumped right out at me. I thought, this is the combination I'll use for my car. So Frank loaned me the photos.

The next day, Dennis and I rode with **Bob and Doreen Ward** (#114) in their '37 Limited sedan. What a beautiful car. The interior had just been finished. Again talking with them while in the back seat of their limo, we felt like we had known them for a long time.

Now Dennis, who previously showed no interest in antique cars, is talking about purchasing an old Buick so he and his wife can attend some of the meets.

At the banquet Friday night, people told stories and jokes, talked about past past meets etc. **Steve King** (#776) even sang a song. He's planning next year's Eastern Meet, probably in Kentucky. I plan on being there!

In the short time I was there, I met all these wonderful people. I cannot say enough how nice everyone was. Just think, we arrived not knowing anyone,

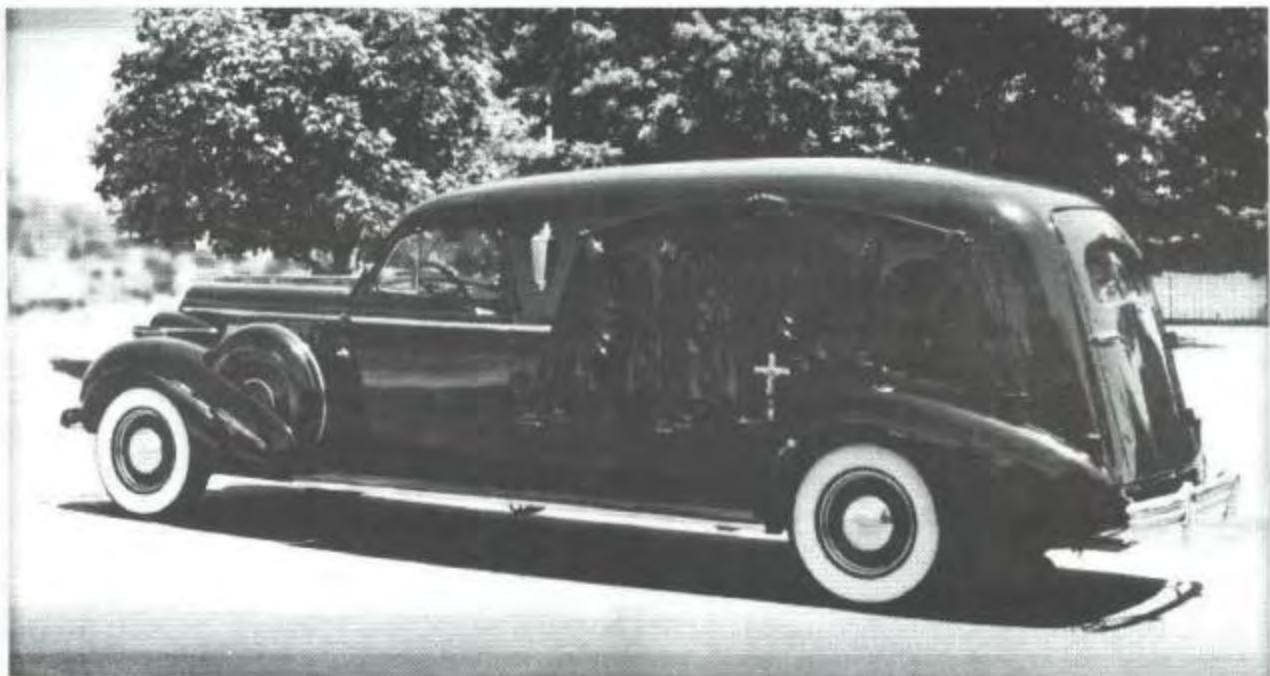
met a lot of new friends, rode in 3 different old Buicks and toured many scenic places. I guess you could say that this was our "roller coaster ride."

What makes the 37/38 Buick Club different than the others? The Cars....the People.... and the *Torque Tube!*



1937 BUICK HEARSE

By Mike Rothe (#908)-Chesterfield, MO



One beautiful sunny Saturday I drove past the Schrader Funeral home in Ballwin, Missouri. Parked out front I noticed this sparkling black funeral coach. I thought, that's gorgeous and it looks like the 1937 Buick I inherited a year ago from my dad!

I returned the next day with my camera to investigate. Upon closer look I could see indeed that this was a 37 Buick although great care had been taken to disguise any model or manufacture identification.

I noticed a small round button with the letters S&S where the Buick crest goes on the stainless trim between the grille halves. A medallion, with S&S, is mounted on the grille along with trim molding mounted diagonally.

Even the hub caps are shaped just as those of the 37 Buick, but these had S&S stamped into them.

I was tickled to notice that the rear bumper guards had been inverted to allow easier insertion and removal of a casket.

I thought this vehicle could be of interest to TT readers so I contacted

Schrader Funeral home to get some details. I was connected with Dennis Goethe who owns the car. He welcomed my interest and offered me a personal showing. I told him I was a subscriber to the TT and that I wanted to send pictures of his car to the publication. Dennis was surprised and delighted to learn that there was a publication dedicated to just 2 years of Buick motorcars and I gave him a recent copy and explained to him what a torque tube was. Dennis is now our newest subscriber.

What I learned from Dennis is that the





vehicle is a Sayers and Scovill "Byzantine" funeral coach. The Sayers and Scovill company still build funeral coaches today. In 1937 S&S built funeral coaches only on Buick Chassis. In 1938 they went to Cadillacs.

The 1937 "Byzantine" was the top of the line. It featured a larger casket compartment, a larger and more ornately carved drapery area on the sides, dual side mounts, coach lamps, and so called "year marks" added to the grill to camouflage year and make recognition. The carved panels on the side are actually aluminum not wood and there is a small window for display of a cross.

This great example boasts an interior of breathtaking burgundy mohair that looks new as does the wood grain dash and all instruments. It has the radio delete plate and an Arvin heater. The rear interior is full of carved wood panels featuring Gothic shapes. In the back is a vintage carved wood coffin.

This fine S&S "Byzantine" was purchased from a chapel in Fort Lauderdale Florida in 1975 by Don Gerber of The Gerber Chapel Funeral Home in Webster Groves, Missouri. Don Gerber sold his funeral business some time ago but kept the "Byzantine". Don sold it to Dennis



Goethe in August, 2001.

Dennis and I plan to attend a few car shows together and get pictures of my 1937 Century sedan next to the "Byzantine". Dennis owns several other Professional Cars and he displays them along with the "Byzantine" on his web site: www.SeeMyCars.com



A TIME WARP GARAGE

Thanks to Malcolm O'Neill (#1425) for sending in this article from an English newspaper.

Cars, parts and tools dating back to the 1920's were discovered in a Brighton, England garage. The garage was closed in 1983 and the interior left untouched. As it had been owned by the same family since 1918, much of the interior, tools and spare parts dated back to the early part of the 20th Century. Now everything must be sold prior to the site itself being put up for sale.

In charge of the clearance is John Gould, who was told about the premises by a friend who knew he was a petrol head (car enthusiast). Originally, the building was the old Brighton abattoir (slaughterhouse) when it was converted into a garage in 1918. When the owner died, it was taken over by his two sons who ran it until they became too old to carry on. They closed the doors

and just walked away, leaving it absolutely intact.

Following the death of one of the brothers last year, the decision was taken to clear the site. When John Gould inspected the premises, he was amazed at what he found.

"It's an Aladdin's cave if you're into cars" said John. On the wall as you walk in was a sign advertising that if your car need a Ministry test by June, 1965, you should consider it now! Where would you find another one of those?

The most modern fanbelt was for a Ford Capri. There are obscure things everywhere, really bizarre spare parts like a brand new set of trafficators (turn signals). There's even three old petrol (gas) pumps.

The most impressive find though is a 1937 Buick hearse, complete with a spare engine.

**There's even two coffins in the rear,
one with a brass plaque on it .
John says he's not looking for ward
to opening them!**

FOR ADVERTISING ENQUIRIES 01733 347559

NEWS edited by Richard Gunn

The 1937 Buick Straight Eight hearse is one of several cars found in the garage.



Brighton bounty

A timewarp garage - with many cars, parts and tools dating back to the Twenties - has been discovered in Brighton

A TIMEWARP garage has been discovered in Brighton, and the contents - including parts dating back to the Twenties, plus three cars - are up for sale.

The garage was closed in 1983, and the interior left untouched. As it had been owned by the same family since 1918, much of the interior fittings, tools and spares dated back to the early part of the 20th century. Now everything must be sold, prior to the site itself being put up for sale.

In charge of the clearance is John Gould, who was told about the premises by a mutual friend, "who knew I was a petrothead," he said.

"It was originally the old Brighton abattoir, when it was converted in 1918. When the owner died, it was taken over by his two sons who ran it until they became just too old to carry on. They closed the doors and just walked away, leaving it absolutely intact."

Following the death of one of the brothers last year, the decision was taken to clear the site. When John inspected the premises, he was absolutely amazed by what he found.

"It's an Aladdin's cave if you're into cars," said John. "On the wall as you walk in is a sign advising that if your car needs a Ministry test by June 1965, you should consider it now. Where would you find another one of those?"

Twenties and Thirties. As an example the most modern find in there is a 1930s original Ford Capri. There's obscure things everywhere, really bizarre spare parts like brand new sets of boxed tricliners. It's all very good nick. There are even three old petrol pumps."

The most impressive find though is a 1937 Buick Straight Eight hearse, complete with spare engine and box. Described as tatty but sound, the engine still turns over and there are still two coffins in the rear. "I'm not looking forward to opening those, one of them even has a brass plaque on it, although I'm sure they're empty," John said. "It could be made into a short break with some rear seats in the back, as the ultimate people carrier."

Alongside the Buick is a 1974 Wolseley 2200 Landcrab, just one owner from new, low mileage and no rust, which has been on the road for two to three years. There's also a 1981 Ford Granada Ghia X estate, still tax and MoT'd. Some bits of exterior trim are missing, but it would "make somebody a really good autogummie car", believes John.

John is planning to gradually sell some of the parts and automobiles at forthcoming autogummies, but is open to any offers in the meantime with all the money going to the last remaining brother. The Buick is priced at £1500, while the Landcrab and the Granada are for around £500 to £600 each. ■ Anybody interested can reach him on 01825 750567 during office hours.



One of the three petrol pumps - probably from the Sixties - that must be sold.

THREE 1937 SOUTH A



BUICKS IN AMERICA



These three 1937 Buicks are in the National Transportation Museum in Cali, Columbia along with other antique cars, airplanes and trains.

The 1937 Buicks belong to José Pardo (#558).

From left to right are his black '37-81 Roadmaster sedan,
beige '37-68 Century sedan

and light blue '37-46S Special Sport Coupe.

José also has two more '37 Buicks and is himself a 1937 model.



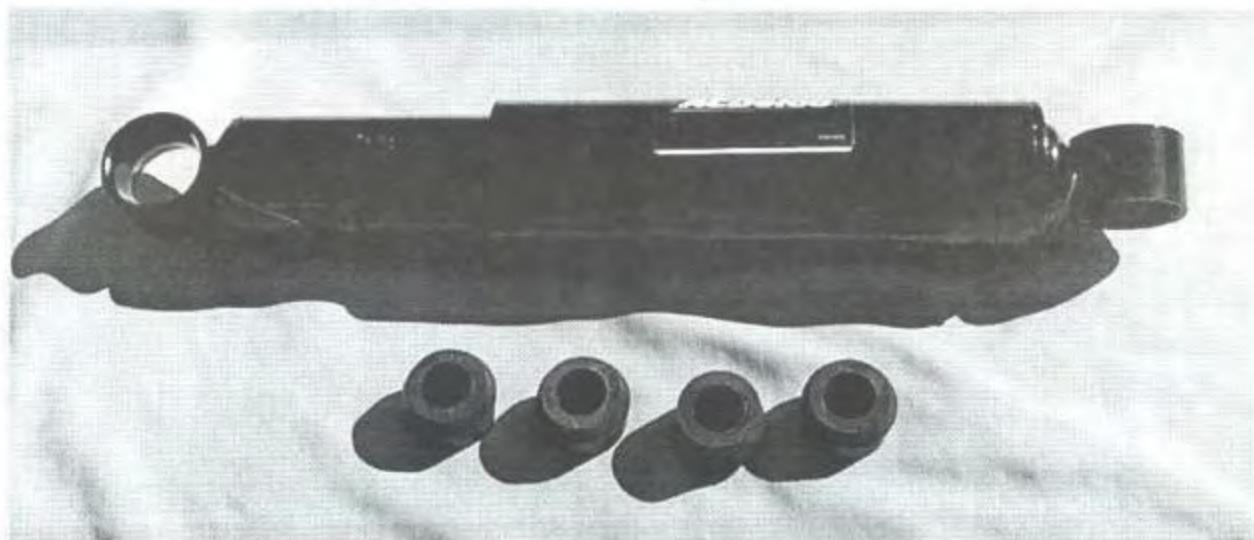
Technical TIPS

By the Editor

'38 BUICK REAR SHOCKS

About 10 years ago there was an article in the Torque Tube about using Monroe Magnum #6828 tubular rear shocks on '38 Buicks.

I bought a pair and put them on. I remember they were painted yellow, so I re-painted them black so they would not stand out.



In the November/December 1999 Torque Tube, a member said to use NAPA Grand 60 van and truck gas filled shocks #76992. But I could not find any mention of what year or car make they were for. So I phoned the local NAPA store. They told me these shocks are listed on their computer as No Longer Available but that they could get me one pair for \$82 plus tax. (If you're over 60, ask for the senior discount. They will then cost \$78 for a pair).



They are for '88-'90 Toyota Land Cruisers, '57 to '76 Ford Pickups and P Series Vans and '67 to '78 International Harvester Pickups. The NAPA part number on my bill and on the box they came in is: **530-210**. They are made by AC Delco and are painted black.

BACK-FLUSHING YOUR RADIATOR & BLOCK

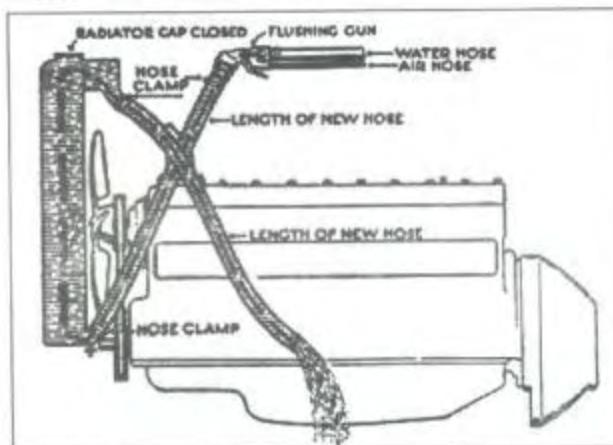
Technical TIPS



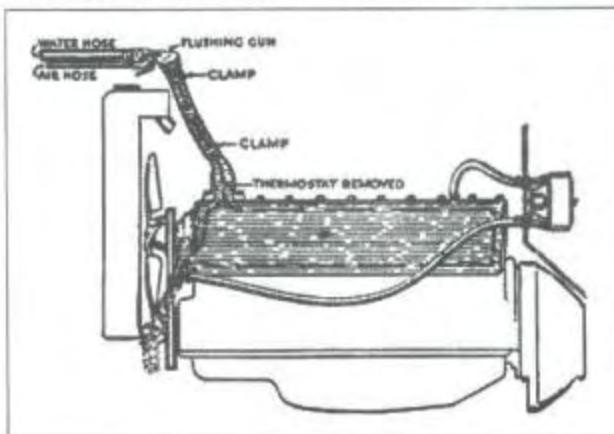
By the Editor

My '38 Century ran hotter than other old Buicks I drove. So I had the water pump rebuilt, a new radiator core and a 4 pound pressure cap installed, but it still ran hot. As a last resort, I turned to back-flushing.

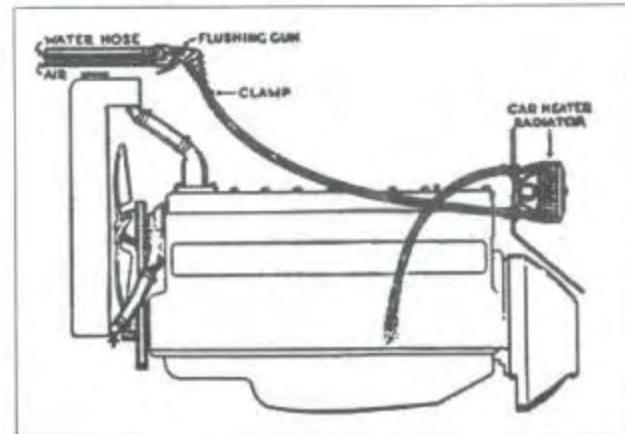
To do this, I drained the radiator and block of coolant and removed the thermostat. Then I filled the radiator with water and drove to my local radiator shop and had them back-flush my radiator and engine block using compressed air and water.



This is the proper way to flush a radiator while still on the car using a combination water-air flushing gun.



This is the hookup for proper flushing of the block/water jacket. The block's water jacket will stand more pressure than the radiator. Before flushing, remove the thermostat.



The way to back-flush the car heater core is shown in this diagram. It is subject to the same troubles as the large radiator, and must be cleaned and flushed as shown.

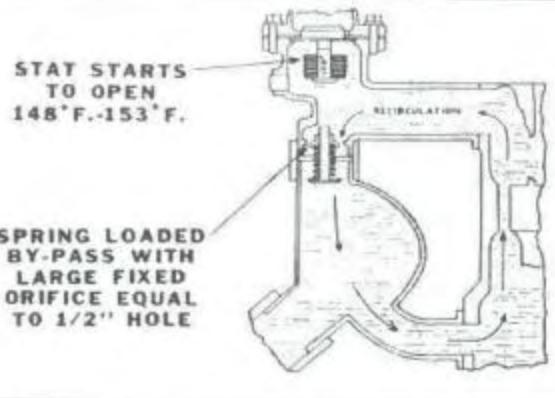
Flushing should continue until the water runs clear. Drain the water and re-fill with coolant. Back-flushing and the use of the heavy duty thermostat from Bob's Automobilia (part number T-330, \$8.75) has made my '38 Century run noticeably cooler. The heavy duty thermostat opens wider and allows more coolant to flow than a standard thermostat. (See tech tip on Buick thermostats).



Buick
Technical
TIPS

By the Editor

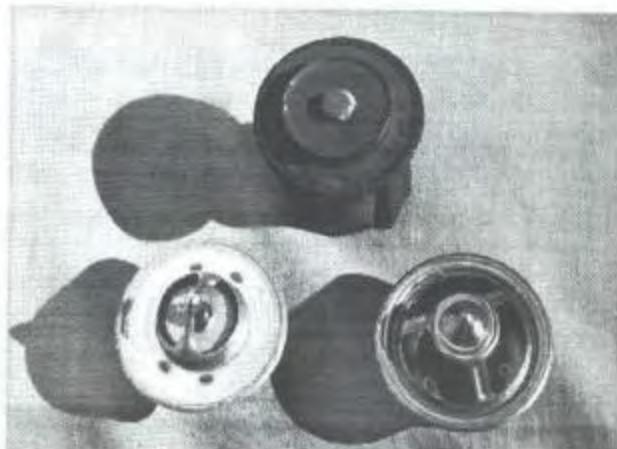
BUICK THERMOSTATS



This diagram from the 1937 Buick Service Presentation Manual shows a thermostat marked 150° F. The text states that the thermostat completely opens at 170° to 175° F.



The two original thermostats I have are both marked 175° F. The round 1 3/8" (3.5 cm) in diameter disc in the center opens to allow the coolant to flow through.



This shows the original thermostat on top with two modern ones below. The one on the left is the typical thermostat you can buy today. It opens at 180° F and allows coolant to flow through a 1" (2.5 cm) hole.

If you are having overheating problems, you might consider using a modern 160° F Heavy Duty high flow thermostat like the one on the right. It has an 1 1/2" (3.8 cm) opening, allowing more coolant flow through the radiator and hopefully a cooler running car. It is made by Robertshaw and can be ordered from Bob's

Automobilia. Bob's part number **T-330, \$8.75.**

One possible cause of overheating is thermostat failure. Serious overheating from other causes may damage the thermostat so that it will not open at the proper temperature. Rust and sediment may also interfere with its operation.



To test your thermostat, place it in boiling water with a thermometer. Replace it if the valve fails to open properly.

CAR PULLS WHEN BRAKES ARE APPLIED

In the majority of cases, the cause of Buick cars pulling to the right or left has been found to be defective wheel cylinders and cups, empty shock absorbers or weak chassis springs.

It often happens that the trouble arises when a brake system is relined without overhauling the wheel cylinders. The reason is that with the old lining, the cups in the wheel cylinders were traveling over a certain area of the wheel cylinder. That particular portion would be bright and

Technical TIPS



From the November, 1937 MOTOR AGE magazine

shiny whereas the remainder of the cylinder would be gummy. Then, when the brakes were relined, the cups would be traveling over the gummy surface of the cylinder with the result that unequal brake applications would result. Thorough cleaning of the wheel cylinders overcomes the trouble.

In addition it is advisable to thoroughly flush out the entire system each time the brakes are relined and refill with clean fluid.

ELIMINATING CLUTCH CHATTER

By Harold Mueller (#1543)-Wisconsin

If the motor mounts and linkage are in good condition, I have used this method with excellent results. Put rear axle on stands, remove flywheel cover, depress and hold clutch with transmission in high gear. Block one

wheel and turn the other by hand while spraying aerosol brake cleaner on the rotating clutch disc. Make sure you get both sides and all the way in on the disc. This is a 3 people project.

Bill Brooks (#1661)
400 Highland Ave.
Santa Cruz, CA 95060

Henry Carmona (#1662)
4666 N. Zediker Ave.
Sanger, CA 93657
38-41

Douglas Nipper (#1663)
6905 W. Linden Drive
Palos Heights, IL 60463
38-47

Edd Hickingbottom (#1664)
1527 Hampton Way
Fresno, CA 93705
38-41

Jim Day (#1665)
5493 Granite Dell Court
Loomis, CA 95650
38-67

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4616 W. Woodland Rd
Edina, MN 55424
38-41

Frank Hilton, Jr. (#1667)
3617 N.W. Bluegrass Pl.
Portland, OR 97229
38-41

David Keisling (#1668)
12 Walnut St.
Rehoboth, MA 02769
38-47

William Lowe, Jr. (#1669)
3536 N. 7th Ave.
Laurel, MS 38440
38-41

Dennis Warrender (#1670)
2307 Fairfield Dr.
Medford, OR 97504
37-46

Howard Purvis (#1671)
6908 S.W. 33rd Place
Portland, OR 97219

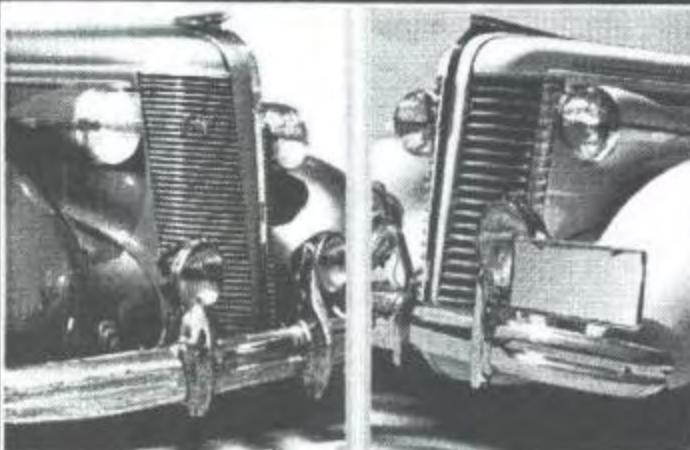
Benjamin Whitney (#1672)
224 Del Monte Avenue
Los Altos, CA 94022

John Giuffre (#1673)
1855 N. Evelyn Court
Santa Maria, CA 93454

Bob Pipkin (#76)*
2516 62nd Ave SE
Salem, OR 97301
38-46

*Former member returning

The 1937/38 Buick Story



TO ORDER:
Send check or money order
for \$30 (per book),
made payable to
"Walter Bruegger"

AND SENT TO:
Walter Bruegger
2432 Bridwell Way
Hayward, CA 94545

Welcome to 24 months of power-packed drama when new 1937 and then 1938 Buick blazed a path of demand and glory across the America consciousness.

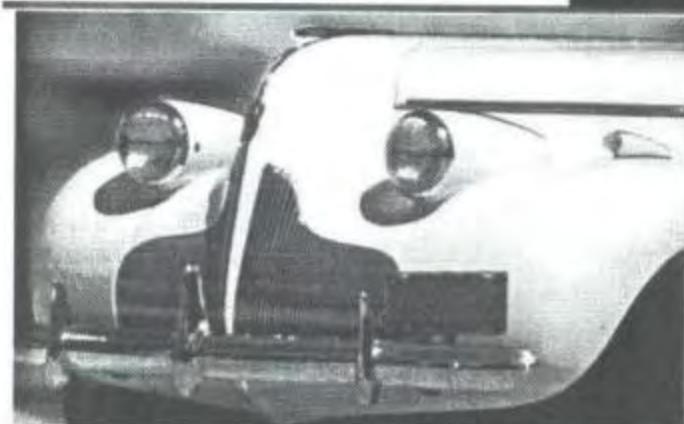
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just \$30 per book
(includes 1st class postage)

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please ADD
\$5 for handling

This is the complete story of the 1937 and 1938 Buick during the 24 month period when they were available brand new to the buying public. Containing over 100 original ads from those two classic years of Buick style and beauty, this "must-have" book goes beyond being only a collection of the dynamic ads Buick ran in both national and local newspapers and major periodicals during those glory years. The book also covers in great detail the course of events that would go on to make these two model years the most "classically" regarded of all collected Buicks. Don't delay, order today!

The 1939 Buick Story

The Best of All Worlds



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Send check or money order
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This is the complete and indepth story of the 11 months the 1939 Buick was available brand new to a highly receptive public. The book not only contains 71 timely ads from that model year but goes into great detail about Buick's introduction of an entirely new styling theme, the cutting edge, industry-leading innovations it introduced, excerpts from speeches by Buick President Harlow (Red) Curtice and sales manager W. F. Hufstader which provide much new, insightful information about Buick and its key role in the marketplace, and the so much more that made the 1939 Buick so popular.

This is a book any Buick fan would be proud to own. Don't delay, order today!

ALWAYS IN PRINT AND STILL AVAILABLE: "The 1937/38 Buick Story" - same price, same terms as the '39 book. Please be sure to specify which book you are ordering.

ADS FOR CLUB MEMBERS ARE FREE!

After your ad has appeared once, the Torque Tube will rerun it one more time if you ask. The best way is to e-mail or mail your ad. Include a photograph if you wish. See the masthead on page 2 for Torque Tube's e-mail and postal mailing addresses. If you want to run an ad continuously, inquire about our business ad rates.

Parts FOR SALE

• PARTING 1937 & 1938 BUICKS:

The following is just a portion of what's available. Call with your needs.

• 1937 PARTS:

Large Series AA-2 Carburator, complete	\$300
Cigar lighters	\$25
Coupe & convertible coupe seat	\$200
40/60 Series rear brake cables, good condition	\$40 pair
Century radiator	\$75
Special radiator	\$75
Rear springs 40 & 60, good condition	\$100 pair
Radio delete plates	\$15
Small series throttle linkage	\$25
Big Series rocker assemblies	\$50
Fender lights	\$65 pair
Trunk lights, complete	\$50
Tail lights with lenses, all series	\$50 pair
Wiper transmissions	\$50 pair
Special manifold	\$75
Throttle cable	\$20
Special transmission	\$100
Special splash pans	\$40 pair
Century hood	\$100
Headlight switch	\$20
Radio grilles	\$15
Wiper motors	\$15
Trunk hold-up arms	\$20
Sun visors	\$20
Bumpers	\$40 each
Bumper arms	\$15 each
Steering wheel	\$50
40 & 60 running board brackets	\$50 set
Buick crest badge for hood trim strip	\$50
Gas pedal	\$15
Small and large series generators	\$75
Sharkstooth grille guard	\$100
Rear springs, 40 & 60 series, brand new	\$250 pair

(Parts For Sale continued from page 23)

• **1938 PARTS:**

Slant back sedan trunk lid	\$175
Slant back sedan rear vent windows	\$100 pair
Special generator	\$75
Coupe & convertible seat, complete	\$200
Century motor, complete long block	\$500
Limited door sills	\$75 set of four
Breather tubes	\$10 each
734Z starter with solenoid	\$50
Special hood lettering	\$20 pair
Rear license plate stand, bracket & light for sedan	\$45
Assist straps with screws	\$10 each
Throttle cable	\$20
Special radiator	\$75
Battery tray	\$20
Special manifold, complete	\$75
Special hood sides & tops	\$25 each
Century radiator	\$100
Owners manual and other misc. original glove box literature	\$75
Hubcaps, used	\$25
Clock	\$40
Century splash pans	\$100 pair
Cigarette lighter, complete	\$25
Century Hood, complete with center hood hinge	\$200
Trunk emblem	\$50
Special AAV-1 Stromberg complete	\$175.00
Deluxe heater	\$100
BUICK 8 front bumper badge	\$100
Jack handle only	\$20

• **1937 & 1938 PARTS:**

40-60 Lower inner shaft and bushings, new	\$90 pair
Large series transmissions	\$300
Special air cleaners	\$50
Radio hanger brackets	\$25
Large series flywheel with good teeth	\$100
Big Series spark plug cover	\$100
Headlight buckets	\$20 each
Map light switches	\$15
Small series spark plug covers	\$40
Rear fender splash aprons	\$15 each
Big Series manifold ends	\$50
16" beauty rings	\$10 each
Headlight bezels	\$20 each
Trunk hinges	\$50 pair
Front arm rests	\$25 pair
40 & 60 rear vent windows, need plating	\$50 pair
Rear view mirrors	\$15
Special rear motor mounts	\$25
Century rear motor mounts	\$35
40 & 60 4 dr. sedan doors	\$75 each

(Parts For Sale continued from page 24)

Front vent window frames & mechanisms	\$35 each
Big Series fuel pump cores	\$35
4-Post voltage regulator, used	\$25
Headlight adjusting buckets	\$100 pair
Front license braket	\$35
Special insert connecting rods	\$200 set
Small and Large Series timing chain covers with '49-'53 seal	\$50
Small series 1941 dual carb set-up, complete with linkage	\$500

Dave Tacheny (#997)

11949 Oregon Ave. N.

Champlin, MN 55316

(763) 427-3460

• **PARTS FOR SALE:**

Set of 8 insert type rods for 1936-52 large engine	\$220
Set of 8 insert type rods for 1937-49 small engine	\$190
1934-40 small engine spark plug cover, very nice	\$40

All items postpaid in USA

Bob Pipkin (#76)

2516 62nd Ave SE

Salem, OR 97301-9248

Phone: (503) 363-4712

E-mail: bcpip@mycidco.com

• **1937 SPECIAL PARTS — MAKE OFFER:**

Complete straight engine, running when removed from car:

- Bell Housing • New clutch • Transmission • Complete front suspension
- Complete rear end, hub to hub with torque tube • 5 steel wheel, 16" diameter
- 4 new 6 x 16 white wall tires in wrappers

Photos are available. Make offer plus shipping. Parts are located in Rochester, New York.

Parts from a 37-46 Business coupe

Al Liwush

Phone: (585) 265-4310 in morning

(585) 265-2915 in afternoon

E-mail: sliwush@rochester.rr.com

• **1937 PARTS:**

1937 front bumper accessory sharkstooth, rechromed	\$275
1937 stainless nose strip, straightened and polished	\$275

Ted Taylor (#792)

315 Ridgecrest Drive

San Diego, CA 92114 Phone: (619) 470-0302

• **1937 PARTS:**

Four new stainless '37 hubcaps from Bob's Automobilia.

Never installed, still in the box

\$200.00 for the set.

Lauren Matley (#46)

13912 S.E. 241st St.

Kent, WA 98042

Phone: (253) 630-8887

E-mail: lkmatley@hotmail.com

(Parts For Sale continued from page 25)

• **1937 & 1938 PARTS:**

1938 Map Light Cover; Special; Century; Roadmaster; Limited	\$55.00 ea.
1938 Grill Badge; New	\$110.00 ea.
1938 Glove Box Plastic Ring; New	\$14.00 ea.
1938 Front Ashtray Plastic Pull; New	\$20.00 pr.
1938 Cowl Vent Knob; New	\$18.00 ea.
1938 Choke Knob; New	\$12.00 ea.
1938 Radio; Fully Restored; Working Condition	\$450.00
37-38 Oil Line Screens; NOS	\$5.00 ea.
37-38 Rotor	\$4.00 ea.
37-38 Point Set	\$7.00 ea.
37-38 Steering Knuckle Upper Shaft Pivot Seal	\$2.00 ea.
37-38 Brake Shoe Hold Down Spring Pin	\$1.00 ea.
37-38 Oil Pump Body Gasket	\$15.00 ea.
37-38 Manifold Gasket; 3 pc. Set	\$15.00 ea.
37-38 Muffler Clamp, Front	\$6.00 ea.
37-38 Door Sills; 2 dr.	\$85.00 pr.

Interior Plastics Available For Many Other Years

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Parts WANTED

• **WANTED:**

Pilot, Super Ray or Trippé driving lights.

Also Appelton or Guide rectangular fog lights. Any condition or parts only.

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**The following Back Issues of the Torque Tube
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- 1997-1998 Volume XVI - Numbers 1 through 6
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- 2000-2001 Volume XIX - Numbers 1 through 6
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Please make your checks payable to:

The 1957-1958 Buick Club, 1005 Rilma Lane, Los Altos, CA 94022 USA

Liturature FOR SALE

• BUICK SERVICE BULLETINS:

16 original Buick Service Bulletins, from May 15, 1937 to Jan 15, 1938.

Each bulletin 3 to 8 double sided 8 1/2" x 11" pages, black printing on light orange paper.

These are service notes to dealers. They are 3 hole punched to put in a binder.

Includes 5 that are duplicates \$50 for all

Harry Logan (#651)

1005 Rilma Lane

Los Altos, CA 94022

Phone: (650) 941-4587

E-mail: harrylogan@earthlink.net

• LITERATURE:

1937 Buick owners manual w/original envelope and repro; envelope.

Excellent condition inside and out. Asking \$55

October 1936 Buick magazine with color fold-out of the new 1937 models.

Excellent condition inside and out \$55 obo

November 1936 Buick magazine with pictures and prices for all 1937 models.

Excellent condition. Asking \$35

1937 Buick shop manual. Cover has some stains. Inside in excellent condition \$45 obo

1937 paint chips, 3 different sets, Dupont and Sherman Williams.

Also Xerox information of other '37 paint formulas. Excellent shape \$60 obo

1937 Misc. Literature: "Good Housekeeping In Your Car" booklet, electric clock tag,

blank service owners policy, Delco battery warrenty card, handwritten insurance receipt from 1937, original literature on How to convert your headlights.

All in excellent condition. Sell as a group only. Call for details \$40

Stromberg carburetor book. Cover a little ratty but inside in good condition.

Covers 24 different cars and 9 trucks. Covers Buicks from 1935-1942 and 1952-1954.

Lots of valuable information \$30 obo

Chilton Brake Manual. Covers many cars, Buicks 1930-1937. Cover slightly faded

and stained but inside pages perfect. Asking \$30

If interested, call:

Jerry Root (#422)

71 South Pollard Dr.

Fulton, NY 13069

Phone: (315) 593-2346

Miscellaneous FOR SALE

MISCELLANEOUS FOR SALE:

96 - old embroidered Buick patches for shirts and jackets.

Has a rectangle with BUICK in it going up at an angle \$80

Also have some newer patches if interested.

David Anderson

Phone (828) 627-8571 in North Carolina

Cars FOR SALE



• 1937 FOR SALE:

Century 4-Door Sedan Model 61
Black, sidemounts, new wiring
harness and white wall tires.
Runs good.

\$10,000. obo

*Joan Peterson (#1392)
1035 Lemon St.
Menlo Park, CA 94025
Phone: (650) 326-1013
E-mail: joanpeterson30@msn.com*

• 1937 FOR SALE:

1937 Special 4-Door Sedan Model 41. Gray with taupe interior by Hampton Coach. Features: wide white wall tires, heater and defroster, radio with aux. speaker, grille guard, heavy duty air cleaner, klaxon trumpet horns and Guide driving lights. All woodgraining professionally done and chrome is in excellent condition, new wiring harness, hubcaps and beauty rings, along with some spare parts and a car cover.

Asking.....**\$13,900.**

*Call Jerry Root (#422)
(315) 593-2346*

*You can also see the car on the
Internet at: www.cars-on-line.com*



• 1937 FOR SALE:

Century Sedan Model 61

My father bought this dark green car from the original owner in 1973. It is all original. Upholstery good except for driver's side arm rest. Plain fenders. Good original condition running boards. Owners manual in glove box. California car all its life. Last run 5 years ago.

\$14,000.

Margaret Price

Cottonwood, CA

(near Redding in Northern California)

Phone: (530) 347-4206

E-mail: kemajecl@aol.com

• 1937 FOR SALE:

Special 4-Door Sedan Model 41
Black with red wheels.
Plain fenders.
62,000 Miles.
Very good condition.

\$11,500.

Contact:

Kevin McDermott

in Connecticut

Phone:

Work 1-860-652-0048

Home 1-860-657-9164

E-mail:

keven.mcdermott@snet.net

Cars WANTED TO TRADE

WANTED TO TRADE:

1938 Buick model 41 four door sedan for a late model convertible, prefer a front wheel drive or stick shift.

Buick has newpaint, chrome, tires, window glass, and Acuff running boards. Original interior and original drive train.

Phone:

*John Jackson (309) 685-5118 or
e-mail Eastarcher@aol.com*

Cars WANTED

CAR WANTED:

Restored '37 or '38 Century Convertible Coupe Model 66C

Bruce Campbell (#1542)

Phone: (925) 934-3725 in California

1938 BUICK SPECIALS *BY VICTORY MODELS*

New Price
for convertibles
\$135.00
each



In MET. BROWN or MET. GRAY

VL-5 1938 BUICK SPECIAL CONVERTIBLE COUPE W/TOP



1/43 RD
SCALE



In MET. BROWN or MET. GRAY

CATALOG
#34
\$2.00



VL-4 1938 BUICK SPECIAL CONVERTIBLE COUPE OPEN

VL-1 1938 SEDAN and VL-2 1938 BUSINESS COUPE STILL AVAILABLE at \$125.00 EACH - SHIPPING \$6.00 first model, & \$1.00 each additional model
Send Inquiries and Checks Payable to:

RAY PASZKIEWICZ, JR.

P.O. BOX 156, CLARKSBURG, N.J. 08510 • TEL. 732-446-9381 • FAX 732-446-9297

1937-1938 Buick "HOOD HINGES"

*All Stainless Steel reproduction of the Original Trim
Orders Cut To Length To Fit Your Model and Year*

\$195
plus shipping and tax (CA)

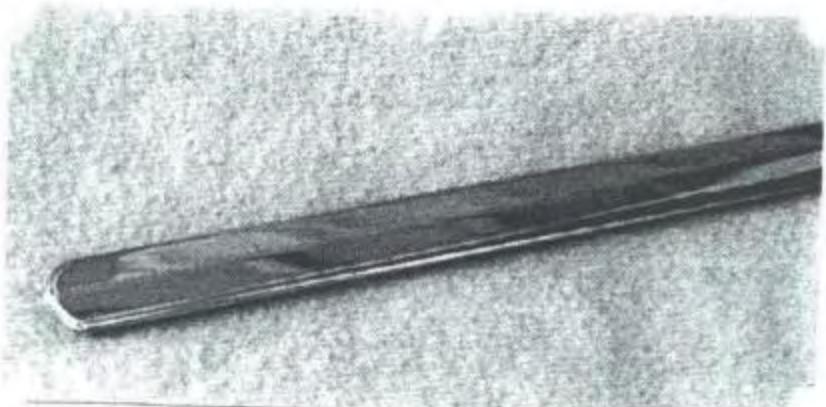
Bobs Specialty Parts
9282 Sungold Way, Sacramento, CA 95826
(916) 362-2597

1937 - 1938 Buick "Hood Hinges"

FOR SALE

All stainless steel reproduction of the original trim

\$195.00 plus shipping and tax (ca)



*All orders custom "cut to length"
to fit your model and year.
(916) 362 2597
email: marbo1000@netscape.net*

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9282 Sungold way
Sacramento, Ca. 95826

1904-1965 BUICK RESEARCH SERVICE

More information and detail about your specific 1937 or 1938 Buick year, model and serial number than you can get from any other source. SATISFACTION GUARANTEED.

Complete Research Package \$50.00, \$60.00 if shipped outside the USA.

Additional information available at <http://www.OldBuickArchive.com>. Also check out 1937 and 1938 in the "Valve-In-Head Archive" at the web site for a listing of reference material that can be photo copied for research purposes.

1937 BUICK HIGH QUALITY VIDEO

1937 Buick video made from the only known copy of a 16 mm black & white sound film produced by Buick Motor Division in 1937. The tapes have been made by a professional video dubbing studio. They are very high quality and are produced from a digitally mastered original.

Video runs approximately 32 minutes and contains a number of segments showing the construction of the 1937 Buick and Buick's place in American society. Historically significant item.

SATISFACTION GUARANTEED. \$39.95 including shipping.



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AUTOMOTIVE RESEARCH SERVICES



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BOB'S
AUTOMOBILIA
(805) 434-2963

1937-38 BUICK



FRONT FLOORMAT
1937-38 All Models
Black or Brown
FF-378.....\$195.

DOOR WEATHERSEAL-SPONGE
Glue-in.....DW-378.....\$1.80 ft.
Clip-in.....DW-80.....\$3.25 ft.
Clips.....WC-80.....\$.75 ea.
DOOR BOTTOM SEAL
Clip Type.....DW-369.....\$2.25 ft.

TRUNK SEAL-SEDANS. 1/2" Wide;
Ser. 80-90.....TW-371.....\$35.50
Sedans. 3/4" Wide;
Ser. 40-60.....TW-371S.....\$37.50

TRUNK SEAL For COUPES. 5/8" x 1"
Sponge.....TL-369.....\$2.00 ft.
1/2"x1"x16' TL-1129.....\$47.50

CLUTCH and BRAKE PEDALS Series 40-60
Black.....CB-343BK.....\$5.95 ea.
Brown.....CB-343BN.....\$5.95 ea.

PEDAL FLOOR SEALS; All Models
.....FS-375.....\$12.50 pr.

1937 ONLY! ACCELERATOR PEDALS Series
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Brown.....AP-37BN.....\$35.50

SHIFT BOOT. 1937-38 Series 40 Only!
Black.....\$9.25
Brown.....\$18.50
Series 80-90 Black ONLY.....\$8.50

DOOR SILLS; Trim To Fit
2-Door \$62/pr. 4Door \$93/set.
GLOVE BOXES; \$27. ea.

PARKING LIGHT LENS.....\$18.00 ea

CARB. KITS:CARTER.....CK-360C \$27.00
STROMBERG.....CK-37XS \$27.50

TORQUE BALL SEAL KIT. All Models
TBK-343.....\$27.00

VISOR "VANITY" MIRROR. VM-379.....\$27. ea.

LICENSE PLATE FRAMES. Chromed Brass
LF-333P.....\$62. Pair

FRONT END PARTS For 40-60 Series;
Upper Outer Kit.....\$39.50
King Pin Sets.....\$39.75
Lower Inner Bushings.....\$20.00
Tie Rod End.....\$27.00



EXHAUST MANIFOLDS

1937-38 Series 60-80-90
ENDS \$185. CENTER \$189. VALVE BODY \$195.



RUNNING BOARD INSULATORS. 1937-38

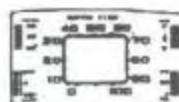
All Models. ALL NEW MATERIAL!
4 Needed Per Running Board.
RI-378S.....Set of 8..\$180.00



HOOD REST PADS. 1937-38 6-8 Per Car.
HR-378.....3.50 ea.



DASH GLASS. SILK-SCREENED on
Back of GLASS in COLORS as
Original. 1937.....SPEEDO DG-37\$38.
.....RADIO....RG-37\$23.
.....CLOCK.. CG-37\$28.
1938.....SPEEDO DG-38\$38.
.....RADIO....RG-38\$23.
.....CLOCK.. CG-38\$28.



PLASTIC DASH KNOBS DK-37(38)....\$ 8.
PLASTIC DOOR HANDLE and Window
Winder RINGS. HE-37(38).....\$ 6.



OUTSIDE DOOR HANDLE CHROME
and RUBBER GROMMETS.
1 FERRULE & 1 GROMMET Per Set.
1937.....DGF-296.....\$5./Set
1938.....DGF-380.....\$5./Set



DOOR FERRULE INSTALATION TOOL
\$20. Refundable If Returned Within
30 Days. DF-TOOL.....\$29.



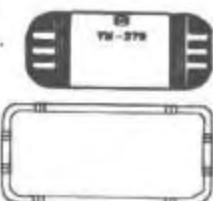
1938 TRUNK HANDLE/LIGHT MOUNTING
SEAL.....DH-381.....\$8.95



MOTOR MOUNT, FRONT. All Models
ROUND PADS.....SP-338....\$10. pr.
MOUNT.....MM-347....\$51. pr



TRUNK HINGES for 40-60. Chrome Plated \$150. pr.



1937 HUB CAPS. All Ser.....HC-37....\$60. ea.
WHEEL Beauty Rings. 15" or 16".....\$99./Set of 4
1937 or 38 HOOD ORNAMENT.....\$85.



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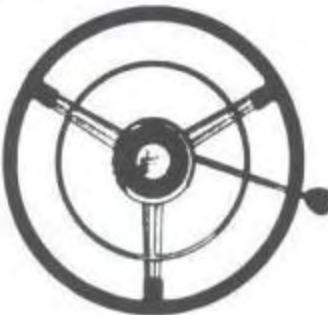


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